

North Bethesda Bus Rapid Transit Planning Study

Corridor Advisory Committee Summer 2022 Update

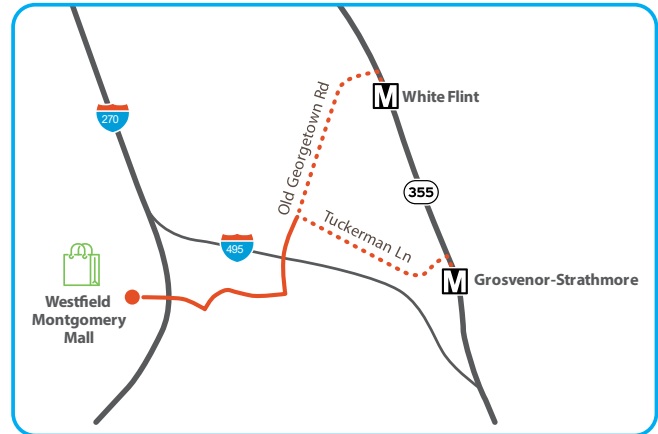
Project Overview

As a reminder, the North Bethesda Bus Rapid Transit Corridor Extents were determined in the 2013 Master Plan and are as follows:

- Western Terminus: Westfield Montgomery Mall
- Eastern Terminus: White Flint Metrorail station or Grosvenor-Strathmore Metrorail station

Study Outcomes include the following:

- Select an eastern terminus
- Designate alignment types
 - Dedicated BRT lanes vs. mixed traffic
- Identify stop locations
- Prepare for next phase: design & environmental



Project Schedule



Public Engagement To Date

- TAG & CAC Meeting #1 and #2
- Project Survey – 500 completed
- Four Pop-up Events
- 15 Bus Stop Chats
 - Over 1,600 handouts distributed at these events
- Two virtual open houses
- One in-person open house
 - Over 40 participants between the three open houses
- 219 comments received to date



Termini Screening

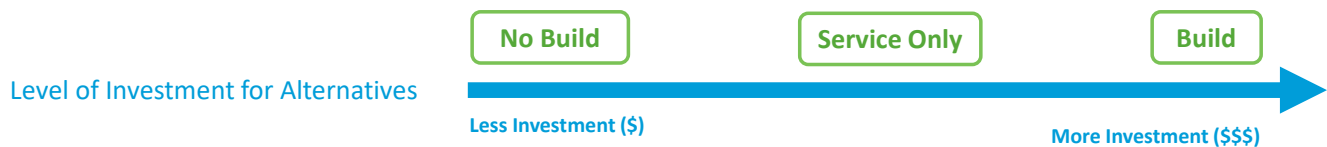
The Termini Screening assessed the eastern terminus alternatives to determine which alternative better aligns with the countywide Flash BRT goals and objectives. The White Flint Alternative offers more overall benefits, and is therefore the recommend alternative for the North Bethesda BRT.

	Goals and Objectives	White Flint	Grosvenor	Rationale
Which Alternative Best Achieves the Goal?	 Quality Service <i>Provide a fast, reliable, efficient, and connected transit service</i>	←		White Flint Alternative serves more existing local bus trips and overall regional trips
No Notable Advantage	 Mobility Choices <i>Improve access to jobs, activity centers, and community facilities</i>	←		White Flint alternative serves more existing jobs and community facilities with more travel choices
Some Advantage	 Sustainable Solutions <i>Minimize environmental impacts and utilize cost-effective design</i>		→	Grosvenor alternative requires a less significant investment in infrastructure and potential right-of-way impacts
Significant Advantage	 Community Equity <i>Provide improved and accessible transit service for underserved populations</i>	←		More disadvantaged populations live along or are connected to the White Flint alternative
	 Economic Growth <i>Promote economic development with appealing and functional transit</i>	←		White Flint better aligns with planned development
	 Public Safety <i>Improve safety of our streets and the livability and wellness of our communities</i>		●	Both alternatives improve public safety on the corridor

Alternatives Analysis

The following build alternatives will be analyzed using various metrics, and then compared against one another to determine which is the most suitable:

- **(1) “No Build” Alternative** – This alternative includes all infrastructure changes and pipeline developments that will be built out regardless of whether the North Bethesda BRT is implemented.
- **(1) “Service-Only” Alternative** – This alternative assumes the BRT will be implemented (resulting in more frequent transit service and expanded service hours) with some potential traffic signal priority technology, but no other infrastructure changes.
- **(3) “Build Alternatives”** – Each of these alternatives consist of infrastructure modifications/ configurations that prioritize specific aspects of BRT service.



Components that vary between alternatives and will be analyzed

- Lane Configuration
- Station Locations
- Bike & Pedestrian Infrastructure
- Intersections with Traffic Signal Priority (TSP)
- Runningway (i.e., dedicated lanes vs. mixed traffic)

Components that are constant between alternatives

- Service inputs (BRT and local service modifications)
- No-Build projects and pipeline developments